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THE LOSS OF THE O. S. S. CO'S STEAMER "PRIMA".

We (London and China Express) much regret to have to record that the British steamer Prima was lost off the Straits Islands, between Coromandel and Cape Pinang, during a gale at five o'clock on the morning of the 15th inst. The ship was carrying a large cargo of goods and passengers. The ship was carrying a large cargo of goods and passengers.

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THE CANADIAN MAIL.

The following telegrams are from our file of the Vancouver News-Advertiser:—  
 THE GYFFKAMP CASE.  
 Professor G. G. G. of the University of Berlin University, sent 24 hours ago, a telegram to the London University, stating that the German Government had decided to grant a pension to the late Professor G. G. G.

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NEWS FOR THE FRENCH MAIL.

THE PRIMA RECLAMATION.  
 We are requested by the Hon. C. P. Claret to publish for the information of the French Mail, the following telegram received from the French Government, dated the 15th inst. 1930.

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CHINA SUGAR REFINING COMPANY, LIMITED.

The eleventh ordinary annual meeting of shareholders in the above Company was held at the office of the General Manager, Messrs. Jardine, Matheson & Co., on the 18th inst. for the purpose of electing directors and auditors for the year ending 31st December, 1929.

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duties specified in the foregoing by-laws any of the Board authorized by the President for purposes of the same.

THE ROYALIST GENERAL remarked there had been no cases of small-pox as yet on board.

THE PRESIDENT said that was not correct. There was a small family of children at present in the Hospital with it. He did not think the case was a serious one; had only a few spots and seemed to be amenable to treatment very well in the Hospital.

THE ROYALIST GENERAL asked where came from.

THE PRESIDENT—Graham-street.

THE ROYALIST GENERAL said he had noticed no other cases of the kind.

The Board then adjourned till Wednesday the 27th instant.

THE "PASIG" ENQUIRY.

THIS FINDING.

The Marine Court convened for the purpose of making an enquiry respecting a complaint made to the Governor that the British steamer "Pasig" was engaged in smuggling opium without danger to human life, delivered its verdict on the 14th instant. The Court composed as follows:—Captain Ramsey, R.N. Harbour-master, President; Mr. Will James, "Inspector;" Mr. J. H. W. H. and George P. Laird, Chief Engineer, R.N.; David Tod, first class engineer, mercantile marine, who was one of the original members of the Court, was present on this occasion, leaving left the colony.

The Crown Solicitor, Mr. A. B. Johnson presented His Excellency the Governor, Messrs. de Messrs. Wotton & Deane's appearance on behalf of the complainants (The Hongkong Canton, and Messrs. Steamship Company, Messrs. Butterfield and Swire, Agents for

THE "PASIG" ENQUIRY.

China Navigation Company, and Mr. Robinson, Mr. Wilson, Messrs. Chubb and Wilkins appeared for the owners of the *Pacific*.

The President intimated that the Court was about to deliver its finding:

Mr. Robinson—I may take it, then, that the Court is not to give any authority to the tender of evidence if the Court requires it?

The President—The Court does not require any further evidence.

Mr. Wilson—On behalf of the complainants, I have no more any statement to make, whether the decision now about to be given is the decision of the whole Court.

The President—You will find that at the end of the Court's finding, any authority asking that. Can you give me any authority?

Mr. Wilson—I am not prepared to quote any authority at present, but if it is not the judgment of the full Court, all the members agree to my judgment, I must ask you to my objection.

The President—I cannot note any "if," you will give me your objection precisely. I note it.

Mr. Wilson—Well, that one of the members being absent is not the decision of the full Court.

The President—Have you any authority to that?

Mr. Wilson—I have no authority at present.

The objection was noted as follows:

Wilson, on behalf of the complainants, objects that any decision that may be given by the members of the Court present is invalid inasmuch as the Court is not a quorum.

Mr. Robinson—I should like to say, just for a moment, that I am ready to tender evidence, for to make a written requisition, and ready to concur in an argument. I should like to refer the Court to the *Providence* case, and to the *Providence* and *Onifane*, which I think works the argument of Mr. Wilson.—The Court shall have the answer as the Governor to order the ship to be released, and the Court shall have the majority of the members of the Court agree in order for the detention of the ship, the ship may be released." Therefore it is not necessary to have a majority.

The President then read the finding of the Court as follows:—

FINDING.

We find that the *Pacific*, Officer No. 58,333, Hongkong, is a screw steamer of 257 tons

## FINDING

the power station by Kwai Tak or Kowloon Power Co., Ltd. The vessel was chartered between Hongkong, Canton, and Macao appears from Lloyd's Register 1888-9, which was built at Glasgow in 1867.

2.—That in September, October, and November, 1888, the said steamer "Fasig," which the way was made to call at Hong Kong and River steamer Liang-shui by the Government on the declaration of the Acting Governor-General, Marine Surveyor dated 20<sup>th</sup> November, 1888; the vessel was in good condition and fit for service.

3.—That on the 22<sup>nd</sup> November last, a letter was addressed to the Colonial Secretary by J. Thomas Arnold, Secretary Hongkong, Limited, and Messrs Steamboat Company, Limited, requesting that they might be permitted to charter the Chinese Navigation Company, Limited, and the Reports from Messrs. Burrie and Anderson, Marine Surveyors, and stating that the conclusions drawn from those Reports were strongly in favor of the *Fasig's* seaworthiness etc. and requesting that it "immediate independent survey of the *Fasig* be held, coupled with examination of Messrs. Burrie and Anderson's report, and also of the Government Marine Surveyors' Report." It was further stated that on the 18<sup>th</sup>, 1888, written in reply to them received from the Colonial Secretary in which it was stated that "The Governor is advised that the requirements of the law with regard to the survey of the steamship *Fasig* having been complied with and the certificate issued thereon, the *Fasig's* Certificate of registration cannot be withdrawn, and that, therefore, it is not

intended to constitute a Board of Survey as Government Marine Surveyor's report is

In order to constitute a Board of Survey as required by Government Marine Surveyor's Report it was necessary to have the presence of three persons of "seaworthiness of the vessel." At Arnold's request Messrs. Butterfield & Swire writings appeared on behalf of their respective Companies, accompanied that the *Pagay* fit and ready, and that she was "worthy of service," and that they were "at sea" and again requesting that "the *Pagay*" be detained and a survey ordered upon her.

5.—That in consequence of this complaint a warrant was issued constituting a Marine Court composed of Sir John Stirling Mackenzie, Bart., of seaworthiness or otherwise of the *Pagay*.

The Court has heard the evidence that has been brought before it, viz: that of Messrs. Burns and Anderson.

(i).—The Marine Court have also personally inspected the *Pagay* both in and out of dock, a thorough examination being quite feasible without "putting off" the ship.

(ii).—Principal defects concerning which evidence was given are:

(a).—Collision Bulkhead, which is alleged to "wear out at the sides" and "very thin indeed;" one witness stating that he could have put his hand through it.

(b).—Captain Burnes, however, has said that in his opinion two vertical uprights would strengthen it.

(c).—The main deck stringer plate, particularly in Fore Peak, where Captain Anderson says it is "rotten."

(d).—Main beam, speaking generally, says it is worn out.

(iii). Upper deck stringer plate, Captain Anderson said could, in places, "be broken with the finger nail."

(iv). The Breasthook, said to be corroded away and rotten.

(v). The main beam, Captain Burnes, however, said that a new breasthook would not fit in its position to strengthen the Fore Peak.

(vi). Corrosion of the Fore Peak "worm thins," being "not thick enough for safety in its condition" worn, and in a defective condition at outlets and men connections, also driven in on starboard side for a distance of about 20 feet, unaccountably corroded probably thinner than the keel plates and girders.

(vii). Keel plates and girders, which are badly corroded on both sides, and thought to be reduced about one half from their original thickness, viz.: 8-16ths and 7-16ths respectively.

(viii). The bottom, which has been examined there on the inside more than once from the upper deck. The keel plate abutment is also said to be "bulged in."

(ix). Frames and reverse frames "worn out"



SUMMARY OF THE  
"KWANG-PAO."

11th February.

The Yellow River is again treated in a leader in the Kwang-pao, and a sketch is given of the river, showing its course and the damage it has done to the country.

A man who had lost his money in a gambling house, returned home, and finding himself in a state of poverty, he was obliged to go to the police station to report the loss.

A female doctor, who has been practicing for some time, has been successful in curing a number of cases of smallpox.

A thief having succeeded in passing through a door, he was caught by the watchman, and taken to the police station.

A man who had been in the city for some time, was found to be a thief, and was taken to the police station.

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THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the annual meeting of the shareholders of the Hongkong Fire Insurance Co., Ltd., to be held on the 25th inst.

The general managers have pleasure in placing before the shareholders the twelfth annual report of the company.

The years 1887 and 1888 have been remarkable for the annual number of fires which occurred within the limits of the company's operations.

The company has been successful in securing a large number of new policies, and the business has increased in every respect.

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THE "POPOW" CASE.

The Prisoner committed for trial. Court Charles Popow was again brought before the Court on the 16th inst., charged with obtaining, under false pretences, \$250 from Mr. J. E. Webber.

His Worship said the case had been twice remanded, and he proposed to go on with it at once.

Mr. Webber said he was prepared to do so, and took his place in the witness box.

His Worship then read over the evidence which Mr. Webber had given before Mr. Pollock, and asked if he had any additions or corrections to make.

Mr. Webber said he had not. The evidence was read over to him in respect.

Mr. Webber was then cross-examined by the prisoner.

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(viii) - Keelson and intercostals "worn out" by the action of the water.

(ix) - Floors "much reduced and worn out" and filled in with cement at after end of ship, in parts have been newly "piled" to defective ends of old floors.

(x) - Plating and frames above the main deck "worn out" by the action of the water.

(xi) - But at one end of the ship, the plating and frames were found to be in good condition.

(xii) - Many other defects between wind and water need not be mentioned.

It appears from the evidence before the Court that on no occasion of inspection, was either of the witnesses actually and personally inside of the vessel below the main deck, except in the Fore Peak, and it would appear doubtful if anything more than a cursory inspection of the interior of the ship could be made.

The Collision Bulkhead, on the fore side of which 2 additional vertical girders No. 32 and 33 have been riveted, was tested both by hammering and by filling the Fore Peak with water, after the cement in the sides had been removed. It successfully withstood the hammering, showing no signs of weakness.

The main deck, between the plates and the plates were examined throughout, tested with hammer and gauged at places in existing holes, and at edges. They were found very good and serviceable. In the Fore Peak they have been found, the old plate at butt of doubling beam, in a very good condition.

The whole of the upper deck strutting plate was examined by us, and it had been doubled in parts - the old plate was gauged on each side amidships for a distance of from 30 to 40 feet, and no thickness less than 1/2 inch was found in the body of the plate. At the edge it was found to be 3/16th in. In the extremities of the vessel it is also in good condition, and has been doubled round the stern.

The bottom plating, under the upper deck, was examined in places, and found to be in good condition. The plating under the upper deck, was examined in places, and found to be in good condition.

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